AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, November 17, 2011
One Transit Way, Granite City, Illinois

I. Pledge of Allegiance.

II. Call to Order: Roll Call.

III. Consideration of the Minutes of the October 27, 2011, Regular Meeting for inclusion in the official records of the District.

IV. Public Comments.

V. Financial:
   A. Payments and Claims: Consideration of the October 2011 claims for payment.

VI. Transit Service:
   A. Managing Director's Report: Jerry J. Kane.
   B. Presentation on Bus Stop Accessibility Enhancement Project: Mark Steyer, P.E., Director of Engineering
   C. Resolution 12-13 Authorizing the Award of Contract for the Bus Stop Accessibility Enhancement Project.
   D. Resolution 12-14 Authorizing the Execution of Certifications and Assurances for Federal Transit Administration Assistance Programs.
   E. Resolution 12-15 Authorizing the Filing of Application with the Federal Transit Administration for Section 5307 Grant Funds for Various Transit Facility Improvements.
   F. Motion to Approve the January 8, 2012, Service Changes as Revised.

VII. Other Business:

VIII. Executive Session to Discuss the Acquisition, and/or Sale or Lease of Property, and/or Security, and/or Litigation (5ILCS 120/2 et. seq., 2(c)5, 2(c)6, 2(c)8, and 2(c)11 of the Open Meetings Act).

IX. Adjournment.
MINUTES
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, October 27, 2011
One Transit Way, Granite City, Illinois

I. Pledge of Allegiance

Chairman Corbett led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

Chairman Corbett called the meeting to order at 9:30 a.m.

MEMBERS PRESENT: Daniel Corbett, J. Terry Allan, Rose Marie Chadwick, Edward Hagnauer, and Bruce Malone

OTHERS PRESENT: Jerry Kane, Managing Director; John Papa, Legal Counsel; Mary Ruth Kettenbach, ACT; Erin Werner, ACT; and Scott Weber, Scheffel & Company, P.C.

III. Public Comments

No public comments were presented.

IV. Consideration of the Minutes of the September 29, 2011

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE MINUTES OF THE SEPTEMBER 29, 2011, REGULAR MEETING FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN AYE
ROSE MARIE CHADWICK AYE
DANIEL CORBETT AYE
EDWARD HAGNAUER AYE
BRUCE MALONE AYE

ALL AYES. NO NAYS. MOTION CARRIED.

V. Financial

A. Payments and Claims: Consideration of the September, 2011 claims for payment:

Managing Director Jerry Kane submitted the payments and claims.

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE PAYMENTS AND CLAIMS REPORT FOR SEPTEMBER, 2011, EXCLUDING THE PAYMENTS AND CLAIMS TO GRANITE CITY TOWNSHIP.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN AYE
ROSE MARIE CHADWICK AYE
DANIEL CORBETT AYE
EDWARD HAGNAUER AYE
BRUCE MALONE AYE

ALL AYES. NO NAYS. MOTION CARRIED.
TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE THE PAYMENTS AND CLAIMS TO GRANITE CITY TOWNSHIP FOR SEPTEMBER, 2011.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  AYE
EDWARD HAGNAUER  ABSTAIN
BRUCE MALONE  AYE

ALL AYES. NO NAYS. TRUSTEE HAGNAUER ABSTAINED. MOTION CARRIED.


TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE MONTHLY FINANCIAL RECORDS AS OF SEPTEMBER 30, 2011.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.


TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO ACCEPT THE FY 2011 AUDIT AS PRESENTED.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VI. Transit Service

A. Managing Director's Report: Jerry Kane presented the report.

B. TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE RESOLUTION:

12-11  AUTHORIZING THE FILING OF APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION FOR SECTION 5307 GRANT FUNDS FOR THE PURCHASE OF VARIOUS CAPITAL ITEMS.
A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

C. TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE RESOLUTION:

12-12 APPOINTING DIRECTORS OF THE AGENCY FOR COMMUNITY TRANSIT, INC.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  ABSTAIN
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. TRUSTEE CORBETT ABSTAINED. MOTION CARRIED.

VII. Other Business

A. TRUSTEE HAGNAUER MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO AUTHORIZE THE MANAGING DIRECTOR TO DISPOSE OF VEHICLES PREVIOUSLY USED BY THE RIDEFINDERS VANPOOL PROGRAM, WHICH HAVE EXCEEDED THEIR USEFUL LIFE AS DEFINED BY THE FTA AND HAVE AN ESTIMATED VALUE OF LESS THAN $5,000, TO GLEN-ED PANTRY, COMMUNITY CARE CENTER, INC., COMMUNITY HOPE CENTER, CRISIS FOOD CENTER, AND OTHER AREA FOOD PANTRIES CLASSIFIED AS 501(C)(3) ORGANIZATIONS AS DEFINED BY THE IRS THAT HAVE EXPRESSED AN INTEREST IN OBTAINING A USED VAN.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

B. TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE TO MOVE INTO EXECUTIVE SESSION TO DISCUSS THE ACQUISITION, AND/OR SALE OR LEASE OF PROPERTY, AND/OR SECURITY, AND/OR LITIGATION (5ILCS 120/2 ET. SEQ., 2(C)5, 2(C)6, 2(C)8, AND 2(C)11 OF THE OPEN MEETINGS ACT).

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  AYE
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.
VIII. EXECUTIVE SESSION TO DISCUSS THE ACQUISITION, AND/OR SALE OR LEASE OF PROPERTY, AND/OR SECURITY, AND/OR LITIGATION (5 ILCS 120/2 ET. SEQ., 2(C)5, 2(C)6, 2(C)8, AND 2(C)11 OF THE OPEN MEETINGS ACT).

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO RETURN TO OPEN SESSION.

A ROLL CALL VOTE FOLLOWED:

   J. TERRY ALLAN       AYE
   ROSE MARIE CHADWICK  AYE
   DANIEL CORBETT      AYE
   EDWARD HAGNAUER     AYE
   BRUCE MALONE        AYE

ALL AYES. NO NAYS. MOTION CARRIED.

IX. Adjournment

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO ADJOURN.

A ROLL CALL VOTE FOLLOWED:

   J. TERRY ALLAN       AYE
   ROSE MARIE CHADWICK  AYE
   DANIEL CORBETT      AYE
   EDWARD HAGNAUER     AYE
   BRUCE MALONE        AYE

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting was adjourned at 10:29 a.m.

Respectfully submitted:

[Signature]
RESOLUTION 12-13

AUTHORIZING THE AWARD OF CONTRACT
FOR THE BUS STOP ACCESSIBILITY ENHANCEMENT PROJECT

WHEREAS, Madison County Mass Transit District was created in December, 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, Madison County Mass Transit District is the recipient of New Freedom grant funds made available through the Federal Transit Administration and administered by the Bi-State Development Agency of the Missouri-Illinois Metropolitan District for the purpose of developing ADA accessible bus stops; and,

WHEREAS, the District has determined the construction of ADA accessible bus stops will provide greater access to the MCT fixed-route system for persons with disabilities, elderly individuals, and those who depend on public transportation; and,

WHEREAS, the District, in accordance with the guidelines and regulations set forth, initiated a formal competitive procurement process in order to select a firm to construct ADA accessible bus stops in Edwardsville, Wood River, and Venice; and,

WHEREAS, the District, having successfully completed said procurement, has identified the bid submitted by Keller Construction, Inc. of Glen Carbon, Illinois, in the amount of two hundred eleven thousand, one hundred ninety-three dollars ($211,193.00) to be the lowest responsive and responsible bidder for the construction of ADA accessible bus stops in Edwardsville, Wood River, and Venice.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District authorizes the award of contract to Keller Construction, Inc. of Glen Carbon, Illinois, in the amount of two hundred eleven thousand, one hundred ninety-three dollars ($211,193.00) for the construction of ADA accessible bus stops in Edwardsville, Wood River, and Venice.

2. The Madison County Mass Transit District Capital Budget line item be increased by an amount equivalent to the project budget.

3. The Madison County Mass Transit District increase the Assigned Fund Balance by twenty percent (20%) of the negotiated contract award.

4. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders and amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.
ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this seventeenth day of November, 2011.

Daniel L. Corbett, Chairman

J. Terry Allan
Rose Marie Chadwick

Edward A. Hagnauer
Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin Werner, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, November 17, 2011, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District authorizes the award of contract to Keller Construction, Inc. of Glen Carbon, Illinois, in the amount of two hundred eleven thousand, one hundred ninety-three dollars ($211,193.00) for the construction of ADA accessible bus stops in Edwardsville, Wood River, and Venice.

2. The Madison County Mass Transit District Capital Budget line item be increased by an amount equivalent to the project budget.

3. The Madison County Mass Transit District increase the Assigned Fund Balance by twenty percent (20%) of the negotiated contract award.

4. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders and amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this seventeenth day of November, 2011.

Erin Werner
To: Board of Trustees

From: Jerry Kane, Managing Director
       Penny Sarandis, Procurement Specialist

Project: Bus Stop Accessibility Enhancements No. 11-1-05500

Date: November 10, 2011

The District issued an Invitation for Bids on October 17, 2011 for the above referenced project. Bids were received from four firms. The bid from Keller Construction, Inc. and the bid from Valley Contractors, Inc. were deemed responsive. The bid from L. Wolf Company was deemed non-responsive because of an unsigned DBE goal certification form. Vista Constructors, Inc. certified compliance and non-compliance with Buy America requirements which therefore deemed their bid non-responsive.

Keller Construction, Inc. was identified as the apparent low bidder. They certified intent and proper documentation to meet the District’s DBE contract goal of 4%.

Based on a price analysis, the bid submitted by Keller Construction, Inc. has been determined to be fair and reasonable. A responsibility determination review concluded they exhibit adequate organization and other qualifications necessary to carry out the project as described in the Invitation for Bids.

Recommendation is being made for a contract award to the lowest responsive and responsible bidder, Keller Construction, Inc. in the amount of $211,193.00.

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<th>Bidder</th>
<th>Base Bid</th>
<th>Notes:</th>
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<td>Keller Construction, Inc.</td>
<td>$211,193.00</td>
<td>Award Recommendation</td>
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<tr>
<td>Glen Carbon, Illinois</td>
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<td></td>
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<tr>
<td>Valley Contractors, Inc.</td>
<td>$267,600.00</td>
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<tr>
<td>South Roxana, Illinois</td>
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<td></td>
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<tr>
<td>L. Wolf Company</td>
<td>$273,500.00</td>
<td></td>
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<tr>
<td>Granite City, Illinois</td>
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<tr>
<td>Vista Constructors, Inc.</td>
<td>$292,227.00</td>
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<tr>
<td>Godfrey, Illinois</td>
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This project consisting of locations in Wood River, Edwardsville, and Venice, Illinois, is being funded, in part, by a New Freedom Program grant made available through the Federal Transit Administration and administered by the Bi-State Development Agency of the Missouri-Illinois Metropolitan District.
RESOLUTION 12-14

AUTORIZING THE EXECUTION OF CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

WHEREAS, the Federal Transportation Administration has been delegated to award Federal financial assistance for transportation projects; and,

WHEREAS, the Madison County Mass Transit District is authorized by 49 U.S.C. Chapter 53, Title 23 of the United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration, the Madison County Mass Transit District is a recipient as defined by 49 U.S.C. § 5307 (a)(2) to apply for Urbanized Area Formula Program assistance; and,

WHEREAS, the Federal Transit Administration requires the District to provide certifications and assurances for all programs for which the District intends to seek Federal Transit Administration grant assistance during Federal FY 2012.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as applicable to each application the District makes to the Federal Transit Administration in Federal FY 2012.

2. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, are authorized to make the certifications and assurances and bind the Madison County Mass Transit District’s compliance, either separately or collectively.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this seventeenth day of November, 2011.

Daniel L. Corbett, Chairman

J. Terry Allan

Rose Marie Chadwick

Edward A. Hagenaer

Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin Werner, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, November 17, 2011, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as applicable to each application the District makes to the Federal Transit Administration in Federal FY 2012.

2. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, are authorized to make the certifications and assurances and bind the Madison County Mass Transit District’s compliance, either separately or collectively.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this seventeenth day of November, 2011.

Erin Werner
RESOLUTION 12-15

AUTHORIZING THE FILING OF APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION FOR SECTION 5307 GRANT FUNDS FOR VARIOUS TRANSIT FACILITY IMPROVEMENTS

WHEREAS, the District has the responsibility to operate and maintain mass transit as a public service for the welfare of the residents of the District and the vitality of Madison County, Illinois; and,

WHEREAS, in order for the District to provide quality transit service various transit facility improvements are needed; and,

WHEREAS, the sum of five hundred thousand dollars ($500,000) of Federal Transit Administration Section 5307 formula grant funds have been allocated for use by the Madison County Mass Transit District for various transit related capital expenditures; and,

WHEREAS, local share funding of one hundred twenty-five thousand dollars ($125,000) is required to match the Federal grant; and,

WHEREAS, it has been determined to be in the best interest of the District to submit an application to the Federal Transit Administration for Section 5307 grant funds for said various transit facility improvements.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District file an application with the Federal Transit Administration in order to obtain the sum of five hundred thousand dollars ($500,000) of Section 5307 formula grant funds for various transit facility improvements.

2. The Madison County Mass Transit District increase its Assigned Fund Balance by one hundred twenty-five thousand dollars ($125,000).

3. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the filing of said application.

4. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District are hereby authorized to execute, complete, administer, and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all change orders and/or amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this seventeenth day of November, 2011.

Daniel L. Corbett, Chairman

J. Terry Allan

Rose Marie Chadwick

Edward A. Hagnauer

Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin Werner, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, November 17, 2011, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District file an application with the Federal Transit Administration in order to obtain the sum of five hundred thousand dollars ($500,000) of Section 5307 formula grant funds for various transit facility improvements.

2. The Madison County Mass Transit District increase its Assigned Fund Balance by one hundred twenty-five thousand dollars ($125,000).

3. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the filing of said application.

4. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District are hereby authorized to execute, complete, administer, and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all change orders and/or amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this seventeenth day of November, 2011.

Erin Werner
January 2012 Service Change Timeline & Recommendation

September 29, 2011 (MCT Board Meeting):
MCT Managing Director Jerry Kane recommended the following service changes to the MCT Board and requested permission to hold a public meeting for soliciting comments regarding the proposed changes.

- #5 Tri-City Regional: Add one early morning trip from MetroLink on Saturdays to the GCC; extend three current trips to GCC on Saturdays.
- #14X Highland – Troy Express: Remove low performing 5:30 a.m. trip and add trip between 6:30 a.m. – 7:00 p.m. to accommodate overloads.
- #15 Collinsville Shuttle: Extend evening service between Collinsville Station and Collinsville Crossing on IL-157 to 9:30 p.m.
- #16X Edwardsville Express: Remove low performing 2:55 p.m. trip.
- #18X Collinsville Express: Combine the #18 and #18X, eliminating #18X service to downtown St. Louis and creating all-day 30-minute service from Collinsville Station to MetroLink.
- #19 Edwardsville – Collinsville: Shift three trips to meet the new #18 trips at Collinsville Station.

October 11-12, 2011 (Information Distributed):
Press release sent to all local media via press release, distributed to passengers via on-board customer advisory and e-news and posted on the MCT website. Public comments began to arrive via e-mail.

November 1, 2011 (Public Meeting):
Public Meeting in Collinsville to collect comments: 19 individuals were present, and 9 written comments submitted. Opposition to the #18X proposal was vocalized by individuals in attendance. Numerous requests were made to preserve one trip to Downtown St. Louis.

Summary of Public Comments received via E-mail and Written at the Public Meeting:

- MCT received 29 public comments from 20 individuals.
- 26 comments were received from 17 individuals about the #18/#18X, 3 were about the #14X.
- Of the #18/#18X comments, 25 were opposed to the change and 1 was in favor of the change.
- Of the negative comments, 15 included suggestions, the others were statements or questions.
- 7 suggested eliminating all but one or two trips, 2 stated that they would ride at any time if they could ride directly to St. Louis. 3 comments suggested a combination #16X/#18X route.
November 8, 2011 (Revised Proposal Distributed):
In response to comments received via e-mail and comments at the public meeting, MCT Managing Director adjusted the #18/#18X recommendation and distributed information via customer advisory to #18/#18X.

- One morning and one afternoon trip would be preserved between the MCT Collinsville Station and Downtown St. Louis as a part of the #18 schedule.

- The proposed morning trip would leave Collinsville Station at 6:06 a.m., arrive at 6th & Washington at 6:31 a.m. and Jefferson & Pine by 6:45 a.m. In the afternoon, the trip would leave Jefferson & Pine at 4:35 p.m., arrive at 7th & Locust by 4:51 p.m. and at the Station by 5:17 p.m.

- Trip times were selected based on passenger feedback and ridership data, in an attempt to accommodate the greatest number of passengers. MCT would also re-assign a 40-foot bus to these trips, anticipating higher ridership.

Public Comments received in Response to the Revised Proposal:
- MCT received 8 comments from 8 individuals.
- Of those, 7 were about the #18 / #18X, 1 was about the #16X.
- Of the 7 comments, 6 were grateful for preserving the trip, 1 was not. 4 individuals suggested that the trip be later in the morning to accommodate 7:17 a.m. boardings.

November 17, 2011 (MCT Board Meeting and Revised Recommendation)
- Previous recommendations for the #5, #14X, #15, #16X and #19 remain unchanged.

- #18X Collinsville Express: Combine the #18 and #18X, eliminating two (2) #18X trips to downtown St. Louis in each peak and preserving one trip to St. Louis in the morning and one trip from St. Louis in the afternoon.
Public Comments Regarding the Proposed January 2012 Service Change

Summary of Public Comments:

- MCT received 37 public comments from 22 individuals, regarding the proposed service changes.
- Of those, 33 comments were about the #18/#18X changes, 3 were about the #14X and 1 was about the #16X.
- Of the 33 #18/#18X comments, 28 were opposed to the change, 1 was in favor of the change.
- Of the negative comments, 15 included suggestions, the others were statements or questions.
- Of the suggestions, 7 suggested eliminating all but one or two trips and 2 stated that they would ride at any time if they could ride directly to St. Louis. 3 comments suggested that a combination #16X/#18X route be created.

Total Comments Received:

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<th>US MAIL</th>
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Public Meeting Totals

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<td>Collinsville Public Library</td>
<td>Tuesday, Nov. 1</td>
<td>19</td>
<td>9</td>
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Comments Regarding Changes to 18/18X

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</table>
Rides: 18X

I started riding the 18X 2 months ago due to a car problem. Although my car issue has been rectified, I have continued to ride this bus for the convenience. I am able to walk 4 blocks from my home to the Collinsville Station and walk 1 block to my place of employment. To remove all 3 18X buses does not make sense from an economic standpoint. Why not eliminate 1 or 2 of the runs, adjust the timing to allow the convenience of an express route for the citizens of Collinsville. It would be a major inconvenience to either take a 2nd bus, transfer to Metrolink or drive across town to catch the 16X and risk having to stand the entire way. Public transportation is meant to accommodate the needs of the public. To discontinue ALL 18X routes does not accommodate the needs of the public and will severely inconvenience the current ridership. Why build these beautiful new stations in convenient locations, only to inconvenience riders by eliminating all of the 18X routes, therefore ignoring the public interest. Please strongly reconsider this drastic measure and leave at least 1 18X route in place.

Sincerely,

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Rides: 18X

If this change takes place, I will be done with MCT. The reasons I do not agree with these changes are:
1. The 16X is too crowded to accommodate the riders of the 18X. We have 14-20 people on the 18X—many of whom are elderly and cannot cram on to the 16X or get on and off the bus at the Metrolink.

2. If I have to ride a bus to get off at the MetroLink, I will just drive to MetroLink and not use MCT at all. It is very inconvenient to get on and off the bus/train—especially in the winter months.

3. I don't understand why you can't combine the early a.m. bus and combine the 18X runs instead of overcrowding the 16X.

4. It is impossible to try and convince more people to ride the bus when the schedule keeps changing or you want us to get off the bus and on the train.

5. If you combine morning 18X routes I would continue to ride—even if it meant getting to work early.

6. Our ridership in the morning is always more crowded—so I'm not sure how "the counts" are down.

7. It's ridiculous that Collinsville would spend the money to build a bus station in town for the "convenience" of the riders and then cut all of the buses on this side of town.

It would make more sense to cut the early A.M 18X bus (which has 2-4 riders) and combine it with the middle run (which would fill up the bus more—and cut the low rider bus. Also, if there are local routes that have low ridership, reduce or combine and free up whatever busses you need.

Rides: 18X

I strongly disagree with the proposed changes of 18X. Eliminating the 18X is not going to save any money, if you are going to add buses to MetroLink or other downtown routes such as the 16X. I always get only the MCT monthly pass. I have tried to ride 16X, but it is never on time at the Gateway Center, never. There must be other options instead of cutting all of the 18X routes. You may want to try to cut one route in the morning and one in the evening, but eliminating all of it is not acceptable. I would ride 18X no matter at what time it leaves the station and downtown in the afternoon. Just keep it running. Make an effort and schedule the meetings to vote on this proposal at a convenient location (Collinsville Library) at conv. Time for the passengers of the 18X.

Rides: 18X

Take the first 18X off (morning) and the last (small bus) on & the 7:17am put on small bus. Coming back @ night leave the 4:20pm and 4:50pm on small buses) or at lease leave 1 bus coming over in the morning and 1 coming back in evening. I have a muscle disease and it is very hard for me to walk 3 blocks from MetroLink to and from work.

Rides: 18X
I just find this ridiculous that I cannot get a ride to St. Louis on this public transportation. If you had to ride this and go through what I need to do to get to work by going to MetroLink. I have neuropathy in my legs and have trouble walking & standing. An extra 2 blocks is like 2 miles to me. We have continued to give ideas and suggestions but to no avail Send your wives and sisters to stand in E. St. Louis at night and see how they like it. KEEP THE 18X!!

Rides: 18X

We have exchanged numerous e-mails, with SJ Morrison. We came to this meeting expecting to have a meeting with the decision makers for the Madison County Transit.

We would like to discuss ways that the schedule can accommodate both the 18 and the 18X during rush hours.

It is our opinion that the numbers are not a true representation of the ridership of the 18X. We are requesting a meeting with the decision-makers.

Rides: 18X

Perhaps a route could be moved to the metro-link instead of cutting all routes. I prefer a bus in the afternoon. Mornings I am okay with metro link. I take the first bus to STL and get on metrolink because it is more dependable getting through the city to make to make my metro-bus connection. Afternoons I prefer a bus because I do not need to make a connection.

Rides: 18X

Why not keep the 6:17 and combine the other 18X's on it. Can the Emerson MetroLink be used INSTEAD of 6th & Missouri.

Can 18X route be rerouted to start with Maryville or north end of Collinsville so as to benefit those residents in these areas? This could increase ridership on the 18X.

Distribute questioners to 16X passengers to see where they live and if they would ride the 18X if it were available to them.

Suggest board meetings be at a time when more passengers could attend instead of having to take off work.

Is this a public service organization

Representing employees of Wells Fargo who ride MCT buses
Propose changing 14X drop off at Jefferson at 100 Jefferson to Beaumont Street. The reason for the request: 1) Passengers currently cross busy Jefferson after MCT drop off. 2) Bus stop is in front of Society of St. Vincent De Paul. Passengers approached on numerous occasions for $. 3) Daylight saving time will add to the hazard of crossing Jefferson. Moving the bus stop would greatly enhance the safety of the Wells Fargo advisors employees who gratefully ride MCT.
MCT Public Comments  
January 2012 Proposed Service Changes  

VIA Email

Rides: 18X Daily

Email #1
Whom It May Concern,

Do you have contact information for the members of the Madison County Transit Board? I would like to let them know how I feel about the proposal to eliminate the 18X. I rode that in this morning and our bus was packed. It makes no sense to discontinue a run that has a full load of passengers.

Thanks,

Email #2
I am not happy that I must now buy a more expensive pass, and I also have several other issues with losing my express bus. The first being that it completely is a pain to have to get on a bus, get off a bus, run to get a train, stand on the train all the way across the river, and probably have to change my working hours AGAIN (I had to change my schedule before when you cut my express run in the morning and turned it into a local run). The second is that in the afternoon on the return trip, those local drivers will leave you in East St Louis if you are not at the bus shelter when they leave. The train lets you off, and you are running up to the driveway and they will pass you right on by. I even was on a run one day when a driver stopped, opened the door, and told the person coming up to the bus that they couldn't stop for them there, shut the door and left them standing there. Now SJ, I KNOW you don't actually ride the bus, but would you like to be left standing in East St Louis for another half hour at night??

Another issue I have is that we have as many as 17 people on the bus in the morning. Everyone from the 16x tells us that their bus is already crowded. Will there be room for 17 extra people on that bus? I am sure your definition of crowded is actually very different from ours. People carry bags, briefcases, backpacks, laptops, lunch bags, etc. If we have to stand on the 16X, is that safe? It would seem to me that if the bus had to stop suddenly or get into an accident that we could all be seriously hurt. There would seem to be liability issues there. You told Vicki that if that happened, then you would address that issue. How long would that take? Another board meeting? Another proposal meeting? Can you please bring the ridership numbers for the 16x with you to the meeting? The 16x I saw this morning looked to have somebody in every single seat. This would be the bus that leaves Eastport at 6:19am.

Thanks,
Rides: 18X Daily

I would like to comment on the proposed service changes for the 18/18X buses from Collinsville to St Louis. I'm assuming the changes are for budget cuts, however, you are not encouraging public transportation by cutting service to downtown St Louis. I ride the 18X that departs the Collinsville station at 6:17. This bus is almost always full and gets folks to work before 7am. By making this bus go to the Metrolink station, we cannot be at work by 7am.

This change will now force people to stand in the cold waiting for the bus, stand in the cold waiting for the Metrolink (because if there's traffic it will be late), and then walk from the Metrolink station to our place of work.

I can't even ride the 16X from the Convention Center because it's standing room only. Why not cut the first 18X in the morning and make it go to Metrolink (like you did with the second one)?

The same thing goes for the return trip home. After you cut the first afternoon 18X bus, I have to wait an extra 40 minutes for the next bus. I was okay with this because I wasn't having to walk in the weather (rain, ice, snow). Now you are forcing me to walk to catch the Metrolink.

There are a number of disabled people that depend on the Express bus service to St Louis, and by forcing us to go to the Metrolink, you are putting us in jeopardy for possible injuries.

If part of the issue is because some people buy Metrolink passes instead of MCT passes, then maybe change the rules and force people to use the MCT pass so you cut costs with Metro. Don't cut out your riders by changing this schedule.

Thank you for your consideration and I hope you do not cut out the 18X to downtown St Louis.

Email #1

This e-mail is in regards to the proposed January 2012 MCT Service Changes. Please do not stop the 18X to St. Louis. I ride the 18X to my place of employment at the RAY Building on a daily basis.

There are several other people who take this route on a daily basis as well. This includes several older women who are handicapped and rely on canes. Your proposal to end this route will have a high impact on the residents of Collinsville who rely on this bus.
Also, it seems that the Edwardsville bus and its residents are being given an unfair preference to the express service for public transportation. I, along with the other regular riders of this bus am a taxpaying citizens, and we deserve to receive the same services and considerations of other taxpayers in Madison County. Again, we are asking that this service not be discontinued.

Thanks.

Email #2
My comments represent the views of the majority of the riders of the 7:17 a.m. and 4:40 p.m. 18X express bus to St. Louis.

I strongly disagree with your position that the riders of this bus transfer to the Metro link stations. Most of the riders of this bus work in the downtown area and get on and off the bus at least one to two blocks from the building where they work, therefore there is no need to transfer to the Metro link stations. The fact that we have a Metro pass does not mean that we transfer to the Metro link. My employer provides me with a monthly Metro pass, yet I seldom take the Metro link. This is a company benefit.

The 16X bus that picks up at the Gateway Center is inconvenient for the riders of the 18X for several reasons. 1) This bus is normally already near capacity when it arrives at the Gateway Center. 2) The Gateway Center is out of the way for residents residing in the inner parts of Collinsville. 3) Most importantly, as stated in my first e-mail, there are several older ladies who use canes that ride the 18X. Last winter during the icy weather, the parking lot at the Gateway Center was not cleaned and was literally a sheet of ice. On one occasion I fell to the ground while getting out of my car. On several occasions, I nearly fell and had to hold onto other cars to make it to my vehicle. I finally had to resort to parking in the handicapped space to keep from falling. These conditions would be detrimental to these older ladies.

Again as stated, please do not discontinue the 18X service to St. Louis. The taxpaying citizens of the inner city of Collinsville deserve the same consideration and treatments as riders of other express buses (e.g. 5X, 14X, 16X).

My opinion is strongly shared by the other riders of the 18X and we plan to be heard at the upcoming meeting.

HOW ABOUT A 16X/18X BUS TO ST. LOUIS THAT COVERS THE SAME INNER CITY ROUTE AND STOPS IN COLLINSVILLE AS THE CURRENT 18X?

There is always a best solution which can serve everyone.

Thanks.
Email #3
Mr. Kane,

This is in response to the proposed elimination of the 18X to St. Louis, Missouri. I, along with the other riders of the bus, have strongly expressed our desire not to see this service dropped. We attended the meeting on November 1, 2011, at the Collinsville Public Library with the expectation of meeting with decision-making officials. Such was not the case. We have outlined in numerous e-mails our reasons that this service should not be discontinued.

1. Overcrowding of 16X
2. Passengers with disabilities who use the 18X on a daily basis.
3. Icy conditions at Gateway Convention Center during the winter which would be detrimental to passengers using canes and walkers.
4. The 16X does not serve inner-city Collinsville residents and is inconvenient for these residents to reach.

We have proposed improvisations which could include continuing the 18X and meeting the needs of passengers on the 18 local and the 16X. They include:

1. One or two routes which combine the 16X and 18X that would include stops along the same routes as the 18X now (along Collinsville Road, Black Lane, St. Louis Road, etc.).
2. Stops at 5th and Missouri after the 18X leaves downtown, so the wait for passengers at 5th and Missouri can be shortened.
3. Eliminating one or two of the routes for the 16X for an 18X route.

The position that ridership has declined on the 18X is strongly opposed, as well as the position that 18X riders transfer to the Metro link. Many of the riders of the 18X have Metro passes which are supplied by their employers which is a company benefit. The majority if not all of these passengers work in the downtown area, thus there is not a reason to transfer to the Metro link.

We are requesting a meeting with decision-making officials. Together we can come up with a solution which serves all of the taxpayers of Madison County.

Thanks.

Rides: 18X Daily

TO WHOM IT MAY CONCERN,

I am very upset with your proposal that the Collinsville Bus will become a local bus to Metrolink starting in January 2012 and that Collinsville will not have an express bus at all. You are not changing any of the other bus lines but it.
I have a muscle disease call Myasthenia Gravis and I especially have trouble walking when it's really cold or really hot outside. I will have a three block walk to and from work from Metrolink.

I will definitely be at the meeting in Collinsville on November 1st. I really want to hear your justification behind the change for the Collinsville #18X bus.

Rides: 18X Daily

Email #1
Seriously?????? How dare you take away all of the 18X routes going to downtown St. Louis. I depend on that route to get to and from work every day. I have been riding this route for over 8 years. I pay my taxes and pay for my monthly metro pass so I can get to work on time. This is an outrage, I am furious that you are even considering removing this bus route from going to St. Louis! There is no reason to completely stop this route. The 16X is entirely too crowded, especially if you are going to add those of us who count on the 18X. And the worst of it is, IF we would miss the connection on the way home, we would have to wait up to 30 minutes for the next bus. I hope you will reconsider this proposed change. And YES I will be attending the meeting on November 1 and will let my voice be heard.

Email #2:
Perhaps you could consider at least retaining the 7:17 a.m. route to St. Louis and the 4:21 p.m. and 4:51 p.m. routes home. This is the particular bus and I know that in the mornings, there is an average of 14-18 riders and the 4:51 has between 15-20 riders.

Email #3:
I will check with all of the riders on the bus that I take, because I know that over half of these riders are NOT transferring to another MetroBus or Metrolink. After they get off of the 18X in downtown St. Louis, we WALK to our places of employment. I have never known of anyone from MCT asking if any of us take another MetroBus or train. I am sending this information as a cc to Elliott Davis with Fox 2 news since his segment is titled "You Paid For It" and I am paying for it.

Rides: 18

I LOVE this route change:
#18 Collinsville Regional / #18X Collinsville Express: Combine the #18 and #18X, eliminating #18X service to downtown St. Louis and creating all-day 30 minute service between Collinsville Station and 5th & Missouri MetroLink.

But PLEASE make sure designated stops are installed by then.

Thanks,

Rides: 18X Daily

This is a very sad day when people are unable to get to their job because public transportation has let them down. When Metrolink was being built Madison County wanted nothing to do with it. We were promised we would get to work with the new public bus service that was going to be offered to us. What a joke that has turned out to be!! I have had to talk to my employers SEVERAL times because of changes in the bus scheduling. When the morning bus was changed to go to 5th and Missouri in the morning another change had to be made because that bus came downtown St Louis and I got to work on time but switching to 5th and Missouri I had to take an earlier bus because when Metrolink is involved it takes me 20 minutes longer to get to work. There is not one person on my bus in the morning that takes Metrolink. There is not one person on my bus in the evening that comes from Metrolink. Every evening as I wait for the bus Bethalto has one man to get on. Sometimes no one. I have never seen more than four people on that bus. The #5 bus is the same way. Two people get on and I might see 8 or 9 on the bus. Why is Collinsville always being cut?? Continue to cater to the people all day who ride around or the students who are going to school but kick the hard working people who go to work every day and pay the taxes in the rear end!! KEEP THE COLLINSVILLE EXPRESS 18X

Rides: 18X Daily

To Whom It May Concern:

I have been riding the MCT bus for several years consistently and I am very troubled and upset by the proposal of the 18X route to/from Collinsville, IL. I have relied on this bus to take me to work and back home day after day and what a great job it has done. I am very upset that your company would totally cut out the 18X route to/from Collinsville to/from downtown St. Louis. I see listed additional routes to Edwardsville and other towns and some towns have route times shifted around but Collinsville is definitely getting hit the hardest. I can understand making changes to the route times on the schedule but to totally cut out our service to/from downtown St. Louis is ridiculous. Why don't you do that with part of the Edwardsville schedule? Why only Collinsville? You want us to go to the metro link station and that would require the more expensive bus pass so by the time I do that I might as well just drive to work. Your passes have gone up in price and now you are proposing that we would have to spend even more to have the pass that includes the Metro Link. No, I won't do it. I have hit my limit – you will loose
another customer – a faithful one for years. I am respectfully requesting that MCT would continue to keep the service to/from downtown Collinsville to/from downtown St. Louis, MO. Please strongly consider this at your meeting on November 1st. Show your Collinsville residents they are appreciated for the years of being a faithful customer and keep our service on 18X as it is today on October 13th, 2011.

Thank you,

Rides: 18X Daily

I just heard that you want to eliminate the 18X to downtown St. Louis. I have been riding the 18X to and from work for the past two years and have to say that the elimination of the 18X is a BIG MISTAKE. The 18X drops me off right next to the building I work in and I catch the bus home a block away. Just because I use an all-system pass (Metro) does not mean I transfer to a Metro train or bus once I get off the 18X, because I don’t. The only two reasons I carry a Metro pass is 1) because it is paid for by my employer; and 2) there are days when I need to leave work early, i.e. either 12 or 2, and the first 18X in the afternoon is 4:00, therefore I take the Metrolink.

Why not cut service somewhere else? I see a couple of buses in the afternoon when I’m waiting on the 18X that are almost empty, i.e. the #12 (Bethalto) and the #5 (Tri-City). To totally eliminate the 18X is just not right. Take a poll and see how many people who ride the 18X transfer to a Metro train or bus... bet you’ll be surprised to find out there are not very many!

Rides: 18X Daily

Please do not remove the buses that go to St. Louis. I walk with a cane and at the Metrolink they drop you off to for to get to the Station to catch the train.

Rides: 18X Daily

Email #1
I can't believe what someone told me on the bus after my vacation. I ride the 18X from Collinsville. You have recently changed from 4 express runs in the morning and evening to 3 runs each way. NOW you want to eliminate them all together? What kind of bus service are you? There are plenty of riders going to the city to accommodate bus service to the city. Just WHAT is the point of THIS proposed change? Like we all out here in ridership land don’t already know that this proposal is chiseled in granite not set in stone. Aren’t I right?
Please respond with the TRUE reason.
Email #2
I had e-mailed once before upon hearing of the proposed changes for Jan. 2012.
I was unable to attend the public meeting in Collinsville due to the death of my father-in-law.
My comment is: "I still want an express bus going thru town as to not have to drive about 6 miles
from where I live to ride the 16X, which I hear from a coworker that rides it, a lot of times there is
no place to sit. And it's not from other riders bags taking up seats. I have back trouble and need
to sit down for such a ride of that length. It may not seem like a long time to you, but if you had
back trouble like I do you'd feel differently."
PLEASE do not eliminate the 18X buses thru Collinsville.
Long time rider,

Rides: 18X Daily
In regards to your recent proposed service changes to the 18x Collinsville Express. I have read most of
your emails from other riders; I will agree with you, ridership in Collinsville has declined over the last
year. I know of 3 riders that have lost their jobs and I know 3 other riders that started driving when the
last pay increase took effect. So, my question to you is: How is taking the express people to the metro
link going to save you money? You will lose more riders by doing this. I have been riding MCT since they
started in Collinsville. Before that I rode Bi-state. If I wanted to ride the Metro Link, I would drive myself
and save myself $60.00 a month and not ride the bus at all. I don't think you are thinking of your riders.
Riding the bus is supposed to be convenient for the riders. Would you like to stand in the rain, snow,
wind and all the other elements in winter? I also, don't want to pay an additional $8.00 per month to do.
Now, if you tell me that you will raise the monthly pass $8.00 per month and take me across the river that
is fine with me. I have never objected to a rate increase.
In regards to your statement about 70% of riders already having the $68.00 monthly pass, so it won't
affect many people. Those 70% are Federal Employees and that is the pass they are given "free" as part
of their employee benefits. Which is great for them, but the rest of us will have to pay more
I also don't want to ride the 16X Edwardsville Express. I have talked to riders from that bus and they tell
me the bus is full by the time if arrives at the Gateway Center and some days there are people standing
all the way to St. Louis. That again, doesn't sound like fun.
The 18x Collinsville Express that leaves the station at 5:47 am usually has 3 people on it. That should be
the only express that you send to the Metro Link

So again, I ask you "Why would anyone want to pay $8.00 a month more to be taken a shorter distance
and have to deal with the rain, snow, wind and ice, getting off the bus and onto the Metro Link?"

Please let your Board Members that the Collinsville riders are not happy.

Thanks,
Rides: 14X Daily

I agree with your idea regarding the 14X (Highland) bus. I ride the bus that picks up in St. Jacob at 6:55. I need to be on the 6:45 bus, but it's always SOOOO crowded when it gets to St. Jacob, there's very limited seating. Then it still has to pick everyone up in Troy. There's usually 12-15 that get on yet in Troy. 6:55 is a little better, but it's crowded as well. An extra bus would be wonderful.

Thanks!

Rides: 14X Daily

Your evening routes, specifically 4:30, 4:50 from downtown to Highland is very full. May want to consider adding another for the 10 minute intervals. Thank you.
Rides: 18X

Hi to Everyone,

Thank You for listening to us and keeping one express run for the 18X. I can see that you are trying to accommodate both the 6:17 am riders and the 4:30 pm riders. I heard a lot of complaining on the bus from riders saying that they want you to change the bus to leave later in the morning, instead of the proposed 6:06 am. Please do not change this. I don't want to change my hours for work. I do have a question for you: Will there be a 18 bus running out of the Metro link around 4:15 pm? I get off work at 4:00 and really don't want to wait around for 45 minutes for the bus.

Thanks,

Rides: 18X

Please tell the managing director "thank you so much, those are the specific buses I ride including a lot of others." Thank you for reconsidering.

Rides: 18X

Thank you for reconsidering keeping one 18X morning and one 18X evening. If at all possible could you rethink the morning time to be closer to 6:30 or 6:45 A.M. leaving Collinsville Station. Thank You A Terry Allan will be at the meeting for us.

Rides: 18X

I am again writing with my concerns regarding Madison County Transit's PROPOSED January service changes on the 18X Collinsville bus. At the public meeting, we voiced our thoughts, concerns, and fears concerning the complete elimination of our bus service. After pleading with you to possibly offer at least offer one bus to downtown St. Louis, it was suggested several times that offering a bus in between the 6:17 and 7:17 bus would be something that could be worked out for the riders, offering one at 6:45. This would arrive at 6th & Washington at approximately 7:10, and Jefferson & Pine by 7:24. But instead, you
come back with a proposal of ONE BUS LEAVING COLLINSVILLE STATION AT 6:06 a.m. ARRIVING 6th & Washington at 6:31 a.m. THIS IS SO RIDICULOUS!!!! HOW MANY PEOPLE WHO RIDE THE 18X HAVE TO BE AT WORK BY 6:30 a.m.????? This is being done because you ARE FORCING us to find other means of transportation and would then be able to validate your whole reason for completely eliminating our route. I have written to John Shimkus, and am again sending this via cc: to Elliott Davis at Fox 2 News requesting that he offer assistance to us into this unfair proposal. We, the riders of the 18X are preparing a petition to be presented to the MCT board asking for this issue to be reconsidered.

Rides: 18X

SJ Morrison,

I want to thank you for keeping one 18X Express bus to and from St. Louis starting 1/1/12. It is greatly appreciated.

Thanks,

Good Morning,

Thank you for reconsidering your previous recommendation to cancel the 18X in its entirety and deciding to recommend the continuance of one 18X trip per day to the MCT board of Trustees. I appreciate the fact that our voices were heard, the needs of the current ridership were considered and subsequent adjustments are being proposed.

As to the timing of the morning trip, it became evident at the library meeting that of the three morning trips currently in place, the 2nd and 3rd trips (leaving at 6:17 AM and 7:17 AM respectively) have significantly higher ridership rates than the 5:47 AM trip, which typically has one to two passengers aboard. That being the case, it would seem that one trip leaving sometime between the current higher volume trips would accommodate more riders from each of those trips. The newly proposed 6:06 AM trip does not meet this criteria. An informal poll of morning and afternoon riders who currently take the 2nd or 3rd trip suggested that a better time would be in the 6:30 AM – 6:45 AM range for the morning 18X trip. This would have minimal impact on the fewest number of current riders and ensure higher ridership figures on an ongoing basis.

Thanks again for changing your proposal to include the continuance of one 18X route on the new MCT schedule. Please reconsider changing the newly proposed time to 6:30 AM – 6:45 AM as well, which will satisfy the needs of the vast majority of the current 18X ridership, with the least impact.
Please do not hesitate to contact me with any additional questions or concerns.

Sincerely,

Rides: 16X

To Whom It May Concern:

In response to your request for comments/suggestions regarding the proposed route changes in January 2012: Please seriously consider adding more frequent runs (every 10 - 15 minutes) to the 16X Express runs to downtown St. Louis. The current runs are too crowded and frequently there are people standing.

Thank You

Rides: 18X

I ride the 18X every work day I have been riding public transportation over 40 years. And always have been taken to downtown St Louis. After saying that: Glad someone paid attention to the concerns of The 18X riders...still having at least one-over-one-back from/to St Louis The latest recommendation regarding the time leaving Collinsville At 6:06am is not taking into consideration of the later riders That start work after 7:30am I suggest splitting the time...leave Collinsville at 6:40a.m.

Since the 'Talking Busses' or should I say 'screaming busses' Are still 'screaming', I assume my concerns fell on 'deft-ears'! I had discussed this at the library meeting.

Another suggestion... Myself and others would like to come to Oct 17 board meeting. Problem, we can not get off work since the meeting is held in the A.M. The suggestion is to have this very important meeting in the 'evening' ....so the riders whose lives you are upsetting can come and voice their opinion face-to-face with the board. This would create more of an understanding for both sides of the situation.

Hope the decision will satisfy all.
Regards...
Along the Nickel Plate Trail

A great ride awaits – just outside your front door

By CARL GREEN
Of The Edge

Edwardsville is already the center of the universe for great bicycle trails because of Madison County Transit's network of trails and a few others here and there. You'd think we riders would be satisfied with more than 100 miles of smooth, level trail running through all manner of scenery and terrain.

But we ride and we ride, and after a while, some of the old favorites start to seem pretty familiar. So can we get excited about a new Madison County Transit trail? Why, of course we can.

The Nickel Plate Trail, 13.6 miles long, has long been one of the staples of the county system. It starts at its southwest end at the east edge of Pontoon Beach before heading east to Miner Park in Glen Carbon and taking a long climb to the north into Edwardsville past Township Park. It then provides a tour of how the city used to be a railroad town, going past the brick yard, the county highway barn, the lumber yard and the old Wagner industrial complex, all places that would have been served by trains back when trains were running on the route.

The trail then heads right out of town, passing through woods and farm fields until it ducks under Interstate 255 and ends at Fruit Road. From there, about five miles out of Edwardsville, riders have had to either turn around or head out onto the country roads. Until now, it's not officially open yet, but at that Fruit Road trailhead, riders will find a roughly 10-mile extension of the Nickel Plate Trail that continues north and east all the way to Alhambra, a small town in a scenic, hilly setting. It is not made of the ultra-smooth asphalt paving like many of the other trails, but it is firmly packed and smooth with fine gravel.

This is not the kind of trail you can take to work, nor to historic sites or night life. It is a nice, lazy afternoon ride through the country, with some interesting and scenic views along the way. It's about half wooded and half out in the open.

The district's not saying yet if the extension will have a name of its own, exactly what the mileage is and if it will continue on in the future — the rail line stretches to New Douglas in the far northeast corner of the county. So we rode it to provide a sneak preview of what's out there right now.

From that trailhead at Fruit Road, the trail's first section, maybe two miles, is completely open, passing in a straight line through soybean fields and crossing Staunton Road and Columbia Road.

But then it changes drastically, entering a shady section along the back edge of Oak Brook Golf Club, so close that bikers should remember to hold their voices down as they pass as a courtesy to the golfers concentrating on their shots. This is one of the pretty sections of the trail, and the nice scenery continues past the golf course as the trail works its way over Silver Creek, crossing some long, newly built bridges in a cool, shady section.

Now at the halfway point, the extension eases back into farm country, passing barns, pastures, houses and fields. We saw a group of horses lazing about in a pasture, then we saw farmers in their combines, harvesting corn and soybeans. This section passes through an area of the county with no evidence of town life anywhere. It crosses Illinois Route 4, and bike riders here will need to remember how quickly cars speeding along the highway will approach. Riders may have to wait a few moments here for safety.

East of Route 4, the trail passes by the popular Burr Oaks Campground and then through another long and scenic wooded section. It finally emerges into the Alhambra area, passing a few more fields and farms before some ponds come into view, soon followed by a school, the park, and the end of
the trail at Route 140.

Alhambra is small but has a nursing home, so someone might ride out to visit grandma, and a longstanding restaurant, Main Street Galaxy, where you might be able to get a genuine Alhambra beer all the way from Spain, if it ever comes in.

This is not a loop trail, so when riders finish their visits to Alhambra, they can expect to turn around and head back. Adventurers can make a loop trail of it, though, by turning south at Marine Road, which is east of Route 4, and riding a few miles south to Marine, where they can turn right at Leopold Street to find the Glen Carbon Heritage Trail and follow it back to Edwardsville and Glen Carbon.

But what this trail is really about is peace and quiet in the country, with enough shade and scenery to keep riders energized. Once the transit district declares it officially open, it will be a worthy addition to that remarkable trail system, especially for folks who have already ridden all the other trails many times over.

Pictured are two scenes along the Nickel Plate Trail. Photos by Carl Green
MCT plans changes to 14X Highland Express

In response to growing demand and shifts in ridership patterns, Madison County Transit (MCT) is proposing route and schedule adjustments as part of its regular January service change, effective Sun., Jan. 8, 2011. To solicit comments on the proposed changes, MCT will host a public meeting on Nov. 1 at the Collinsville Library from 4:30 to 6:30 p.m. Comments can also be made via email at info@mct.org or U.S. Mail to: MCT January Service Change, One Transit Way, P.O. Box 7500, Granite City, IL 62040. Comments must be received by 5 p.m. on Nov. 16 to be considered.

Proposed changes include:

- **No. 5 Tri-City Regional:** Add three Saturday trips from the 5th & Missouri MetroLink Station to Gateway Commerce Center on Saturdays, (for 6 a.m., 2 p.m. and 2:30 p.m. shift times.)
- **No. 14X Highland-Troy Express:** Remove the low performing 5:30 a.m. trip and add a trip between 6:30 a.m. and 7 a.m. to accommodate overloads. Re-balance times to create 10 minute service between 6 a.m. and 7 a.m.
- **No. 15 Collinsville Shuttle:** Extend evening service between Collinsville Station and Collinsville Crossing on IL-157 until 9:30 p.m. to accommodate shift times and classes at Sanford Brown.
- **No. 16X Edwardsville-Glen Carbon Express:** Remove low performing 2:55 p.m. trip to MetroLink.
- **No. 18 Collinsville Regional/No. 18X Collinsville Express:** Combine the No. 18 and No. 18X, eliminating No. 18X service to downtown St. Louis and creating all-day, 30-minute service between Collinsville Station and 5th & Missouri MetroLink.
- **No. 19 Edwardsville-Collinsville:** Shift three trips to meet the new #18 trips at Collinsville Station.